

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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C-O-N-F-I-D-E-N-T-I-A-L

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COUNTRY USSR (Azerbaijdzhan SSR and Dagestan ASSR) REPORT

SUBJECT 1. Airfields in Eastern Azerbaijdzhan SSR DATE DISTR. 24 JUL 1959

2. Miscellaneous Data on the Kuba and Ali-Bayramly Areas

NO. PAGES 1

3. Alcohol Distillery, Derbent, Dagestan ASSR

REFERENCES RD

DATE OF INFO.

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PLACE & DATE ACQ.

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

Attachment 1: a two-page report on five military and civil airfields in eastern Azerbaijdzhan SSR.

Attachment 2: a two-page report on new asphalt roads in eastern Azerbaijdzhan SSR.

Attachment 3: a one-page report on gravel pits in the Ali-Bayramly and Kuba (N 40-12, E 48-24) areas.

Attachment 4: miscellaneous information on the same areas.

Attachment 5: a one-page report on the canning combine in Kuba.

Attachment 6: a one-page report on Alcohol Distillery "Emirov" in Derbent, Dagestan ASSR (N 42-03, E 48-18), plus sketches of the town and the distillery.

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STATE	X	ARMY	X	NAVY	X	AIR	X	FBI		AEC									
(Note: Washington distribution indicated by "X"; Field distribution by "#").																			

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Attachment 5

Canning Combine in Kuba, Azerb. SSR

1. Canning Combine (konservnyy kombinat) is located on 28th Aprelya Street in Kuba.

Director of combine - (fnu) PASHA; chief engineer - (fnu) ABASOV; "works" superintendent (prorab) of the construction brigade engaged in the maintenance of combine buildings - Ibrahim ALIYEV.

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2. The combine produced a variety of barreled and canned jams, compotes and preserves from fruits (apples, pears, plums, grapes) delivered from state and collective farms near Kuba. Also some vegetables, such as peas, were canned there.

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3. the combine was composed of one large shop and auxiliary facilities around it. This shop was called "Tsekh Avtoklava" (Auto-clave Shop), under Superintendent (fnu) ZEL'DIN. The shop was equipped with 10 auto-claves (called "kastyulya" or cooking pot) with a 1,000 kg. capacity each. Next to this shop, under a large shed, were located 25-26 underground warehouse pits of concrete construction, 500-ton capacity each. A separate door lead to each pit. Fruits loaded into pits during the harvest season were frozen by gas; also, some chemical vinegar testing was poured into pits during the freezing process. In the winter these fruits are defrosted and delivered to auto-clave shop.

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4. There was one warehouse for the sugar and four warehouses for ready products, each about 20 x 100 m., on the combine proper. These products were delivered by trucks to the Khachmas railroad station.

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5. In 1960 the combine, as well as other industrial installations in Kuba and Khachmas, will be supplied with electric power from Mingechaur GES.

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Attachment H

Miscellaneous Information

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Ali-Bayramly

1. Butter Dairy (Maslozavod).
2. Probably a cotton seed refinery - not completed in 1955.
3. Canning factory producing canned fish from the Adzhikabul' Lake.
4. Cotton Ginning Factory (Khlopzavod).

Kuba

1. Fruit canning factory.
2. Bread baking factory.
3. Furniture factory in Krassnaya Sloboda.
4. Streets: Sovetskaya, Shachmasskaya, K. Marksa, Michurina, Lenina.

Khudat

Milk factory (Molokozavod).

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Gravel Pits in Ali-Bayramly and Kuba Areas of Azerbaydzhan SSR

1. Seven-eight km. south of Ali-Bayramly and five hundred meters east of the highway Ali-Bayramly - Sal'yany, 200-300 meters from the mountain foot. Shell-like type of gravel produced (rakushki).
2. About one km east of Ali-Bayramly on the south side of the road to the Adzhikabul' Railroad Station.
3. In Kuba at the river, on the west side of the bridge to Krasnaya Sloboda.
4. About 11 km. north of Kuba on highway Kuba - Shirvanovka recently in construction. West of the ford over the Kussar-Chay River on this road, next to the planned bridge to be built here in the near future.
5. In Village Bagir-Gala on Kussary - Khudat road, 8 to 9 km. from Kussary.
6. Two km. East of Kussary south of Kussary - Khudat road, one km. to the village of Bala Kussary.
7. all the above mentioned gravel pits were under the Baku Shossdor (Highway Department), and each was equipped with one bulldozer and one excavator; the bulldozer exposed the pit area of the top soil, and afterward the excavator loaded gravel into customers dump trucks.

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Attachment 3

New Asphalt Roads in Eastern Azerbaydzhan

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1. Ali-Bayramly - Sal'yany. Completed in 1954. About 10 meters wide (two lanes) "cold asphalt" (kholodnyy asfal't) highway. This construction was an improvement of an old dirt road east of the Kura River. Culverts were used for all streams intersecting this highway, except one 10 meter long bridge of ferroconcrete construction near Kara-Chala, south of the junction to state farms Kara-Chala Nos. 5 and 6. New highway ended north of Sal'yany intersecting already existing road from Sal'yany to Alyaty.
2. Ali-Bayramly - Railroad Station Adzhikabul'. Two lane cold asphalt road about 10 meters wide completed in 1955.

Comment

This railroad station could not be located at any of the maps available. However, the description given suits the railroad station at Kazi-Magomed. the railroad station in Adzhikabul' is located 12 km. north of Ali-Bayramly on Alyaty - Kirovabad Railroad. The highway to this station runs east of Adzhikabul' Lake, on the visible distance from the lake.

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3. Khudat - Kussary. 39 km. long, 10 meters wide (two lanes) cold asphalt road. The highway goes thru the villages of "Korovy Zavod" (Horse Breeding Soviet Farm) and Bala Kussary. This highway was completed in 1956.
4. Kuba - Shirvanovka. This road improvement and asphaltting project was set up to connect Kuba north of Shirvanovka in Dagestan with the main highway Baku-Derbent. In 1958, a 19 km. long portion from Kuba to the intersection with Khudat - Kussary highway, was completed.
5. The work on all the above described roads was performed by MDO No. 3 (probably Mostovo-Dorozhnyy Otdel - Bridge and Highway Department) under Shossdor Baku. The office of MDO No. 3 was located in Ali-Bayramly and headed by Ali BAGIROV. In 1955 this department was transferred to Khudat and put under the supervision of Grigoriy AKOPOV. Here it participated in road construction described in Paragraph No. 3. In 1956 the outfit was relocated to Kuba and its name was changed to MDO No. 1. However, there were no changes in

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administration and personnel of this enterprise. At all times MDO No. 3 and, later, MDO No. 1, employed between 100 and 150 workers and was equipped with 16 regular and dump trucks and bitum tank cars, 8 bulldozers and graders, two excavators, and other special road construction equipment. Road construction process was highly mechanized.

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6. Cold asphaltting operation [redacted] as follows: bulldozers raked up the top soil which was leveled then by graders in such a manner that it formed slight slopes going from the middle of the road to both sides where ditches about 1/2 meter wide and 1/2 meter deep were dug up. Dump trucks brought in the gravel which was leveled by graders to form 5 cm. thick layers, smoothed then by rollers. The first layer was topped with the second one of the same thickness; the second layer underwent the same operation. Afterward, the fluidly bitum from the tank cars was mixed on the road with gravel by rotating knives attached to graders. This ^{was} leveled then by graders, and the combination was left for about one month to cool off. After this period, the entire combination was covered by a thin layer of bitum and sand.

The roads made this way are of not very good quality, and after one or one and a half years (sooner when the small size gravel is used) most of them develop holes which must be patched with already mixed gravel - bitum combination. In hot weather the road surface gets soft to the extent that automobile tire marks are visible.

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Alcohol Distillery "EMIROV" in Derbent, Dagestan, ASSR

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1. The Alcohol Distillery and Wine Producing Plant of Derbent "EMIROV" is situated in the southern part of the town. Director was Anver RASULOV; Chief of Production was Zako ISAYEVICH; Foreman was Beslam BASEV; Chief Engineer was Ivan Zakharovich (LNU). Facilities include the juice extracting shop, alcohol distillery, two warehouses for storing barrels with alcohol and wine; laboratory, boiler room, barrel making shop.
2. White and red grapes are brought to the shop where they are pressed and juice is extracted. Juice of different purity is then pumped into tanks or containers which are located in the warehouse. Residue, after being kept for about one month is taken into the distillery shop and alcohol of various strengths (40, 90, 95%) is produced.

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3. Distillery employs about 60 people, working in two shifts during the grape gathering season. The rest of the year one shift of about 20 people is employed. Average wages were 500 Rubles per month, during the season. Entrance passes with photo were issued to workers for identification. Grounds were guarded during the night hours by armed watchmen.


Attachments: (1) Sketch of Town of Derbent, with Index
(2) Grounds of Alcohol Distillery

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Index to Sketch of Town of Derbent, Dagestan, ASSR

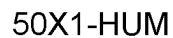
1. School "Kirova"
2. Bakery
3. Fire House
4. Militia
5. Sewing Workshop
6. Grocery Store
7. People's Court
8. School "Lenina"
9. 
10. City Council
11. Hotel
12. Club
13. Jail
14. Movie Theater
15. Teacher's School
16. Open Market
17. Kindergarten
18. School "Kaganovich"
19. Public Bath House
20. Electric Power Station
21. Post Office
22. State Bank
23. New Construction
24. Grocery Store
25. Hospital
26. School "Z Kozmodem'yanskaya"
27. Nursery
28. Cannery
29. Alcohol Distillery Plant "EMIROVA"
30. Wood Industry Plant

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Caspian
Sea

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To Arabskiy
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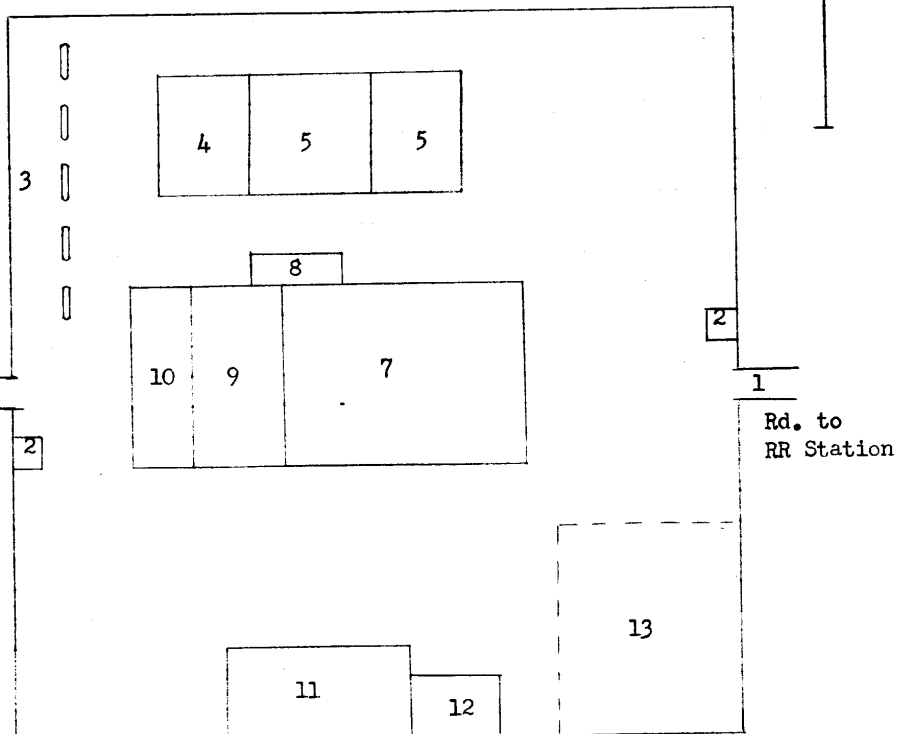
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ALCOHOL DISTILLERY "EMIROV" IN DERBENT, DAGESTAN, ASSR

No Scale

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Index:

1. Entrance
2. Guard House
3. Alcohol Storage Tanks
4. Distillery
5. Warehouse
6. Boiler Room
7. Warehouse
8. Laboratory
9. Storage Room
10. Juice Extracting Shop
11. Barrel Making Shop
12. Carpenter's Shop
13. Barrel Storage Area

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Attachment C

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Att. 1

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Airfields in Eastern Azerbaydzhan

1. The military airfield (approximate co-ordinates 40-02 N, 48-56 E) near the Adzhikabul' Railroad Station is located one km. south of this station and one km. west of the new asphalt highway from Adzhikabul' to Ali-Bayramly. Twenty to twenty-five twin jet (dvukhturbinnnyye) planes could be seen standing on the ground. there were no asphalted runways on this field.

Airfield personnel was accommodated in five or six 2-story houses and a number of small wooden houses (finskiye doma) located south of the airfield next to the above mentioned road. Three or four searchlights (prozhektor) were situated around the airfield. The location of the searchlights was changed every five or six days.

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2. Airfield near Ali-Bayramly:

This airfield (approximate co-ordinates 39-50 N, 48-58 E) is located about 8-9 km. south of Ali-Bayramly and 800 - 1000 meters east of the improved asphalt road from Ali-Bayramly to Sal'yany, north of the junction to Kara-Chala state farms #5 and #6. The construction of this airfield began in 1954 in 1955 two asphalted runways were already completed. They intersected at right angles forming a cross; one of them ran parallel to the highway. East runway was 12-13 meters wide and about one km. long. this airfield was permanently used as a base for light planes engaged in local agricultural operations. However, on several occasions military jet planes land at this airfield. There are some personnel accommodations on the airfield proper

3. Airfield near Sal'yany:

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This airfield (approximate co-ordinates 39-40 N, 48-58 E) is located about 4-5 km. west of the newly improved road Ali-Bayramly - Sal'yany and some 3 km. north of the intersection of the above-mentioned road with Sal'yany - Alyatly highway. the area covered by the airfield from 5 to 6 sq. km. There are some asphalted runways 14-15 meters wide

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The airfield was used by twin jet aircraft whereas

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three or four of them were seen on the ground. Most of the planes [redacted] used underground landing facilities (landed from the air straight underground - pod zemlyu [redacted] Four or five km. east of the airfield was a mirror-like platform rotated at the top of a tall mast. Next to it, five or six search lights operated during the hours of darkness.

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4. Airfield near Khudat area: [redacted]

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About 12 km. from Khudat and one km. of the new asphalted road between Khudat and Kussary in 1957 began the construction of a new large military airfield. [redacted]

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[redacted] one completed runway made out of cold asphalt 6-7 cm. thick, 18-20 meters wide and some 2 km. long. It stretched northwest to southeast vertical to the above mentioned highway. The construction material, such as gravel and asphalt, which was not yet projected on ground runways, was already stocked on the airfield proper.

5. Kussary Airfield: [redacted]

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The airfield is located on the northeast outskirts of the town. On the compound of the airfield are situated two 2-story and a few small houses occupied by personnel, some wearing army, some air force, uniform. There are four jet planes used for training purposes (assembly and disassembly) by the above described personnel. [redacted]

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